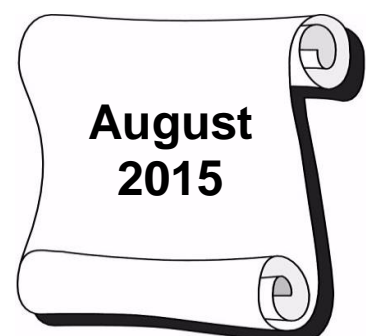


ChainLincs

THE NEWSLETTER OF
THE LINCOLNSHIRE ADVANCED MOTORCYCLISTS
IAM GROUP 7176, REGISTERED CHARITY 1049955, SUPPORTERS OF THE BMF



John O'Groats to Land's End
With Steve & Mark (taking the photo)



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Lincolnshire Advanced Motorcyclists

Meetings are held on the first Monday of each month starting at 8pm
in the Nags Head, Middle Rasen, LN8 3JU
Middle Rasen is on the A631 about 1.5 miles west of the Market Rasen

The next issue of ChainLincs will be in September 2015.

Please provide any copy to the editor, Ian Firth, by **Friday 28th August 2015** at
the latest, earlier is better. You can send a copy by email to

iancfirth@yahoo.com

EDITORIAL

Thanks to having lots of members writing in last month, we had a full and well received newsletter due to your efforts. They say that success breeds success and never has it being more appropriate than with regards to submission of articles for inclusion. So much so, that I am having to exclude some articles due to space and edit others to allow more people to have space for their valuable pieces. If your article is not included this month, rest assured, it will be retained and take priority next month.

With this in mind, I will not be including a write up on the ride out from the social meeting last month, but it would be remiss of me not to mention our favourite hare that John Cheetham and his fellow LAM bikers followed along a country lane for about a mile before we neared a bend. John had wisely slowed down to a Hare's pace for the duration and expected the hare to run straight on at the 90 degree bend in the road and disappear into the hedgerow. Strangely enough, our furry friend decided to take the corner using the vanishing point and IPSGA system, continuing to run along the road until he/she saw a motorist approaching from the other direction. Eventually, after about a mile and a half, our new group leader hopped into the hedgerow and disappeared, giving John the lead again. I'm sure those riders at the back of the group were wondering why we were not making progress. I was more concerned that our friend might not find his way home again, after his/her long hop.

Kev has penned a bit about ROAR & I can say that everyone I spoke to at the event thoroughly enjoyed it. Racing legend John Cooper went down very well with all who heard his tales of racing Agostini and others. If IAM have a ROAR 2016, places will go quickly, I am sure of that.

Congratulations to Steve & Mark for their successful John O'Groats to Land's End charity bike ride and for raising money for a great cause.

Safe riding,
Ian

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- Membership update
- Observers meeting
- Now you see it
- John O'Groats to Land's End
- ROAR 2015
- Diary of events

CHAIRMAN'S CHATTER

Welcome to the August Edition of ChainLincs and apologies for not getting something together for last month but the last couple of months have been busy on a work front, but more importantly personally. In this time I have stepped back a little from the Group which has resulted in me missing some things that I wanted to attend. This month I have got a little catching up to do so please bear with me.

I am going to start with the new members since my last 'Chatter'. John will have reported the new members but we have had 4 more in the last couple of months and a total of 16 since the beginning of the year, great news! Welcome to Jason Brooks from Sleaford, Kevin Smith from Scrooby, near Bawtry, Alan Buckland for Dunholme and Richard Pidd from Scunthorpe. I look forward to meeting you all at some point in the future.

Just looking at the locations of the new members you can see that they span the length and width of one of the largest counties in the country. This does present us with a problem at times matching associates to observers and John does his best to match them as best as possible but please understand if you have to travel a little to meet with your observer, this is sometimes unavoidable in an area this large.

Thanks next, starting with the Lincoln Bikefest back on 7 Jun. I was joined by Don Ford, Jerry Neale and Kev Turner for the whole day and had some help during the day from various members including Lynne and Steve Watson, Andy Kendall and Ian Firth. Thanks to you all. Thanks also to Garry Calladine and Dave Butt for attending 2 different events with the Scunthorpe Car group during Jul. Finally Lynne and Kev attended the first new Brigg bike night at the end of June. Thanks to you all for spending your time promoting the group at these events.



Other thanks go to the observers who have their hands full this year and without them we wouldn't be able to carry on. They also turn up on a Sunday morning once a month to help the rest of us keep our skills up and keep on the right line. Anybody interested in becoming an observer don't forget the observers meeting at the Nags Head on the

last Weds of the month. Jerry Neale is doing a great job with help from John Harrison organising training for the observers, thanks guys.

There have been a couple of ride outs (other than the normal Sundays) recently, the Group ride to the IAM ROAR event on 11 Jul was organised by Kev Turner, and a ride out to the Motor Heritage Centre was organised by Dave Hall. Thanks guys and I hope the members that managed to get along to these events had a good day.

The next Group ride out is on 9 August leaving Hartsholme Park at 0930hrs. Hopefully I will be able to get there and look forward to seeing you.

For the new and existing members don't forget to find our Facebook page Lincolnshire Advanced Motorcyclists (<https://www.facebook.com/groups/301610040008772/>) and ask to join so you can post and join in.

Hope to see you all soon, stay safe

Mick

MEMBERSHIP UPDATE

Group Web Site: www.l-a-m.co.uk

We have six new members to welcome to the group recently, as follows:

Member	Observer
John Frow from Scunthorpe	Garry Calladine
Simon Battram from Grimsby	John Harrison
Jason Brooks from Sleaford	Jerry Neale
Kevin Smith from Scrooby	Ian Morrison
Alan Buckland from Dunholme	Richard Busby
Richard Pidd from Scunthorpe	Jeff Picking

There is one test pass to report – congratulations on your success and a big thank you to your Observer.

Member	Pass Date	Observer
Rob Bentley	16 June	Don Ford

The group membership is currently comprised as follows

Full Members	83
Associate Members	23
Total Group Membership	106

Please note the pre meeting ride out on Monday 3 August from the Nags Head listed in the Diary of Events. This is something that has been done on occasion in previous years during the lighter evenings as a variation when there is no Speaker or other reason to spend all evening at the meeting venue. The ride will leave promptly at 7.15pm, should last around an hour, aiming to arrive back at the Nags Head to allow sufficient time to conduct the meeting formalities such as certificate presentation etc.

That's all for this month, ride safely:

John Cheetham

OBSERVERS MEETING

July's meeting was well attended and a very busy observers meeting once again. Rain was forecast but failed to show so we conducted on bike training for all observers, who went out in pairs for around one hour to work on various skills followed by a team debrief. Some local observer training was undertaken with the help from our more experienced observers. Thank you to all that attended and worked hard to make it a great evening. This month we would like to welcome Roland Johns to the observer team. Thank you to John and Ken for their very valued knowledge which assisted Roland with his induction to the observer role. Roland will be working with the team towards the IMI Local Observer Qualification.

Jerry

NOW YOU SEE IT

(But do you get it)

“See what”? I hear you ask. The Vanishing Point, or Limit point, as some call it.

What would life be like for motorcyclists if all roads were straight lines? Incredibly dull I think. Happily in this country we have bends a plenty and we are blessed with a wide variety of bends here in Lincolnshire, that give us ample opportunity to hone our cornering skills.

So what is this Vanishing Point, why is it so important, and why do so many riders have trouble with interpreting it?

The Vanishing Point is best described as a point ahead where the kerbs or verges of each side of the road appear to intersect and our view of the road ahead is restricted by the physical feature of the bend. Maybe the word “Point” is a little confusing as this would indicate a fixed position, however; the Vanishing Point is a flexible concept and is anything but fixed.

What information does this Vanishing Point give us?

There are three important pieces of information. The first and most obvious piece of information we should glean from the Vanishing Point is the direction of the bend, which will dictate our line of approach. The second is the severity of the bend, which will dictate our speed of approach. The third is the extent of the bend and this will let us know when we can accelerate firmly and look for the next hazard.

How do we use this information to safely negotiate the bend using the system of motorcycle control (IPSGA) with safety, smoothness and speed?

Thinking about vision and the need to obtain early warning of a hazard, the first piece of information direction of bend should be obvious and should be picked up as soon possible by looking well ahead (remember IN THE DISTANCE I CAN SEE).

If the bend is to the left then a position as close as possible to the crown of the road with due regard for the safety of ourselves and others. If the bend is to the right, then as close to the nearside as possible, being careful though, as this is where most road debris is deposited and underground services are run with the consequential disturbance of the road surface. In wet weather it is advisable not to enter a puddle that holds a reflection as its depth cannot be judged and it may conceal a pothole or other potential hazard.

On many roads the local highways authority have seen it necessary to mark the road surface with the word “SLOW” across the carriageway on the approach to a bend. If this is not the case, then we can imagine the word on the road and in either case, on a left bend we should ride over the “W” and on a right bend the “S”.

Having established the direction of the bend and adopted the correct line of approach the next thing needed is to regulate our speed to enter the bend safely. Observing the Vanishing Point and its relative distance from us (remembering its flexibility) we can alter our speed of approach by careful use of the throttle if the bend is not too severe or by using the brakes before a tighter bend. Remember that progress is also an important part of advanced riding and acceleration sense must never replace braking where braking is appropriate.

If the distance between the Vanishing Point and us is shortening then a loss of speed is required and can be achieved as above. If the distance remains constant, it would indicate that our speed is correct and of course if that distance appears to be

increasing, then an increase in speed is appropriate, having due regard for any speed limits that may be in force on that road.

The correct speed having been attained before the corner, we should now ensure the correct gear for the road speed is selected. It might be OK to stay in the same gear as you approach the bend or you may need to downshift one or more gears with multiple downshifts being favoured over sequential changes. Remember to raise the speed of the engine to compensate for the lower gear. The gear selected should be one that can give us some degree of engine braking, but also allows us to accelerate without having to change to a higher gear.

Once we have started to turn in, we should always apply some degree of positive throttle. The degree of acceleration being dictated by the relative distance of the Vanishing Point. Sometimes that distance will shorten and in such cases riders should reduce the amount of positive throttle, but **never shut the throttle off completely** as this will cause the machine to adopt an upright position and travel in a straight line (not a desirable situation mid bend). More often, the bend will tend to open as we negotiate the curve indicated by the Vanishing Point appearing to move away from us. If this is the case then we should smoothly increase the amount of acceleration to “chase” the Vanishing Point.

The third and final piece of information the Vanishing Point offers us is when we can leave our line of approach, or not as the case may be. As the Vanishing point opens up to give us a clear view of the road ahead we can make the decision whether to apex the bend or remain in the same position on the road. This will be determined by what we see ahead. It may be another bend in the same direction in which case you should maintain your position, if however the next bend is in the opposite direction then continue on the curved path to take up the correct line of approach.

Get off your bike sometime and walk a bend looking at the various aspects above, you may learn more about bends.

Above all enjoy your motorcycling and ride safe
Ken

JOHN O’GROATS TO LAND’S END

In aid of LEBBS

It started out with 15 riders, but by the time it actually came time to do it, there were just 2. Two intrepid explorers heading off for a long ride the length of Great Britain. Steve Watson and Mark Bell set off on Friday 24 July to Thurso in Scotland ready to start their epic journey on Saturday morning. After a good night’s kip they arrived at John O’Groats early. It was dry and reasonably sunny, hopefully this would last.



Taking the obligatory photo to prove they'd actually got there, they then headed south. Following the A9 and keeping to the speed limits they came to Dornoch Firth. This looked to be a lovely place to take a break and admire the view.

Hours later, after riding through hail, rain and sunshine Steve and Mark pulled up for

the night. After trawling around Lancaster for a B&B with no luck they moved onto Morecombe. A Saturday night in Morecombe isn't the liveliest but I don't think they minded. Tea and bed was the order of the day. Making sure their gear dried out was also important.

Sunday morning saw them setting off again in sunshine, towards Lands' End. It was only 450 miles, a drop in the ocean. It was reasonable weather right up to Penzance when the heavens opened. Well, they were getting too complacent! As it was the first weekend of the school holidays a room had been pre-booked for them so after taking a photograph to prove they'd arrived at Lands' End, they set off back to Penzance. A wash and brush up later and they went looking for tea. Unfortunately, it was 8.30pm and the pubs stopped doing food at 8.00pm! They couldn't even find a fish and chip shop. Feeling desperate they eventually settled for a kebab. They deserved better.



A good night's sleep, breakfast and then it was the just the journey home. A steady ride in dry, but overcast conditions, was being enjoyed right up until the Crowle area when they met the rain that we'd been enjoying all day. A thorough soaking later and they could say they were home.

A journey of over 1900 miles in pretty dismal weather that thoroughly tested their waterproofs. From John O'Groats to Lands' End using A-roads wherever possible, very little motorway riding, through some stunning scenery. What an achievement. And to top it all raising at least £260 for LEBBS. Congratulations, Steve & Mark.

Lyn

ROAR 2015

The inaugural IAM Ride Out and Rally



It was left to the Three Wise Men (or the three wise monkeys) consisting of Don Ford, Manny Buttegeist and yours truly to meet up at an ungodly hour South of Lincoln before making a progressive 50 mile ride via the A46, A6006 and A6 over to one of the five national meet points for the event.

At the services near the Donington Park circuit, we met up with around 30 like-minded souls, riding a variety of bikes, mainly from the Nottinghamshire and Derbyshire area. LAM made up 10% of the ride!

Come the appointed hour, we set off over the back roads, led by one of the Derbyshire observers and utilising the standard 2nd man drop off system, taking the A453 for a short while, before picking up the lovely B4116 near Measham. This was followed all the way until hitting the A446 for the last few miles in to the National Motorcycle Museum.



On arrival, we were directed to our parking by the familiar face of Ian Firth who was working the event. After registration we spent the day checking out what was available – alternative radio systems took Don's fancy and looking at the bikes on display in the museum (all bar one British). Names from the past include AJS, Norton, James, BSA, Royal Enfield and Triumph.

Names from the past were also at the event – Steve Plater hosted a well-

attended and interesting Q&A session with Ian Hutchinson and John Cooper. Following a BBQ lunch & a look at the slow riding competition being run by the Birmingham group (worth a look, no, we didn't participate), we headed off for the return trip, led by Manny – back up the B1146, because it was worth doing it again, before hitting the A46 and going our separate ways when we hit Lincoln.

Kev





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CONTACT DAVE FOR MORE INFORMATION

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DIARY OF EVENTS

Contact point: Dave Hall 01522 274989

The Sunday morning Group Observed and Social Runs are open to all members and also potential members who may be considering preparing for the IAM test. The prime purpose is to provide the opportunity for all to improve their skills through riding with fellow members. Potential members considering taking the IAM test may have an individual assessment ride. It should be noted that members are free to group up as they feel fit and embark on a purely social run of their choice without any "observing" etc., merely enjoying the opportunity to ride with fellow like-minded bikers. The runs last around 2 hours, usually with a mid-point refreshment stop, starting at the venues listed below.

Brigg Leisure Centre parking area	South side of A18
Willingham Woods picnic site	A631 east of Market Rasen
Hartsholme Country Park	South side of B1378, Skellingthorpe Road

Group Social Runs will incorporate café stops unless an alternative is specified. Please try to arrive at the meeting point in good time and with a full tank of fuel. Please note that Group Social Runs are principally for group members only. Please let the run organizer know if you want to invite a guest. If carrying a pillion passenger you should ensure that this is covered by your motorcycle insurance policy.

It is you, as the rider who is deemed to be in control of your motorcycle at all times during an observed or social run.

AUGUST

Mon 3rd - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sun 9th - Group Observed Run from Hartsholme Park. Meet 9.00am for 9.30am prompt start.

Weds 19th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm

Weds 26th - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

SEPTEMBER

Mon 7th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sun 13th - Group Observed Run from Brigg Leisure Centre. Meet 9.00am for 9.30am prompt start.

Weds 23rd - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

OCTOBER

Mon 5th - Monthly evening meeting at the Nags Head, Middle Rasen, LN8 3JU (A631) at 8.00pm.

Sun 11th - Group Observed Run from Willingham Woods. Meet 9.30am for 10.00am prompt start.

Mon 19th - Committee Meeting, Nags Head, Middle Rasen. Prompt start at 7.45pm.

Weds 28th - Meeting for Observers and those interested in becoming Observers. Venue the Nags Head, Middle Rasen, LN8 3JU (A631) at 7.45pm unless stated otherwise.

PLEASE NOTE THAT MONTHLY MEETINGS ARE NOW HELD ON A MONDAY